

MILFORD
PORT HEALTH AUTHORITY



ANNUAL REPORT

of the

PORT MEDICAL OFFICER

and

CHIEF PORT HEALTH INSPECTOR

for the

YEAR 1971

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Offices :— **5, Hamilton Terrace,
Milford Haven,
Pembrokeshire.**

Telephone :— **Milford Haven 2486/7/8.**

Bert Edwards (Milford Haven) Ltd.

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CONSTITUTION OF THE AUTHORITY

By an Order dated 21st December, 1875, Milford and Riparian Districts were temporarily constituted a Port Sanitary Authority. An Order of 24th April, 1878 made this permanent. A provisional Order of 1897 repealed the above 1878 Order, and the Port Sanitary Authority was again permanently constituted by an Order of 1st September, 1898.

Previous to these Orders the Borough of Pembroke was temporarily constituted a Port Sanitary Authority in 1873, and acted as such until the Order of 1875 temporarily appointed Milford and the Riparian Districts as The Port Sanitary Authority.

The Joint Board at this time consisted of 13 members as follows :—

	No. of Members
Pembroke Borough	3
Pembroke Rural	3
Haverfordwest Rural	3
Haverfordwest Borough	2
Narberth Rural	1
Milford Improvements Commissioners	1

By further Orders of the Local Government Board in 1898 and 1915, the constitution of the Board at present is as follows :—

The Borough of Pembroke	4
The Borough of Haverfordwest	2
The Urban District Council of Milford	2
The Urban District Council of Neyland	1
The Rural District of Haverfordwest	3
The Rural District of Narberth	1
The Rural District of Pembroke	3

Neyland Urban District Council was made a Constituent Member of the Authority in 1915.

BY THE MILFORD PORT AMENDMENT ORDER — 1954
STATUTORY INSTRUMENTS
1954 — No. 625

(1) The Joint Board shall be termed "The Milford Port Health Authority" and shall consist of sixteen representative Members, to be chosen by the members of each of the undermentioned Riparian Authorities from amongst the members of its own body as follows :—

Four by the Mayor, Aldermen and Burgesses of the Borough of
Pembroke

Three by the Mayor, Aldermen and Burgesses of the Borough of
Haverfordwest

Four by the Urban District Council of Milford Haven

One by the Urban District Council of Neyland

Two by the Rural District Council of Haverfordwest

One by the Rural District Council of Narberth

One by the Rural District Council of Pembroke.

DUTIES

The functions and responsibilities of the Port Health Authority are prescribed by Statute and are contained in the following Enactments and Regulations made thereunder :—

The Public Health Acts 1936-68;

Health Services and Public Health Act, 1968;

The Public Health Officers Regulations, 1959;

The Public Health (Ships) Regulations, 1970;

Public Health (Infectious Diseases) Regulations, 1968;

The Clean Air Act, 1956;

The Food and Drugs Act, 1955;

The Noise Abatement Act, 1960;

The Prevention of Damage by Pests Act, 1949;

and The International Sanitary Regulations.

PAST CHAIRMEN OF THE AUTHORITY

Wm. Williamson	1874-1876	James John	1953-1954
Nicholas A. Roch	1876-1907	A. W. Hopkins	1954-1955
Charles Mathias	1907-1909	C. Ivor Male	1955-1956
John Lj. Davies	1910-1912	F. L. Ward	1956-1957
S. W. Dawkins	1912-1919	George Jenkins	1957-1957
J. T. Ll. Davies	1920-1922	H. D. Howells	1957-1958
William E. Evans	1922-1924	J. R. Williams	1958-1959
G. C. Mynett	1925-1926	H. M. Kingston	1959-1960
David John	1926-1930	Claude Davies	1960-1961
A. H. Codd	1930-1941	A. J. Gillam	1961-1962
W. J. Elkin	1942-1943	W. C. John	1962-1963
J. N. Gibby	1944-1945	James John	1963-1964
Sidney D. Morgan	1945-1946	E. C. Roberts	1964-1965
W. R. Davies	1946-1947	A. C. Colley	1965-1966
W. W. George	1947-1948	E. A. Grove	1966-1967
Allen John	1948-1949	C. B. James	1967-1968
R. John	1949-1950	I. W. J. Phillips	1968-1969
R. G. Noott	1950-1951	W. Carr	1969-1970
W. C. John	1951-1952	Griff C. Morgan	1970-1971
V. T. Cleaver	1952-1953		

PAST OFFICIALS OF THE AUTHORITY

CLERK

John James	1876-1901
Richard A. James	1901-1903
Frank L. Jeffs	1903-1926
Paxton O. Davies	1926-1947
F. C. Banner	1948-1959

MEDICAL OFFICER OF HEALTH

D. P. Saer	1874-1876
George Griffiths	1876-1902
Wm. Starbuck Griffiths	1903-1915
H. O. Williams	1915-1950
W. J. Y. Speedy	1950-1964

INSPECTOR

Wm. Lloyd	1874-1876
Wm. Sceucuous	1876-1897
Samuel Broadhead	1897-1899
T. W. George	1899-1900
Wm. Davies	1900-1911
J. J. Meazey	1912-1924
J. Campbell Hill	1925-1925
James Jenkyn Evans	1926-1928
G. S. Logan	1929-1950
Robert Rees	1951-1960

MEMBERS OF THE AUTHORITY 1971/72

Chairman : Councillor Mrs. V. A. Wisbey

Vice-Chairman : Alderman E. Wrench

Haverfordwest Borough Council :

Alderman C. B. James

Alderman Griff C. Morgan, O.St.J., F.C.I.S.

Councillor V. T. Y. Noott, B.A.

Haverfordwest Rural District Council :

Councillor W. R. Jenkins

Councillor W. B. Goodridge

Milford Haven Urban District Council :

Councillor E. A. Grove

Councillor W. H. Jenkins

Councillor V. J. Lewis

Councillor W. H. Symmons, M.P.S.

Neyland Urban District Council :

Councillor A. J. Gillam

Pembroke Borough Council :

Alderman Mrs. M. M. Mathias

Councillor J. H. Gough

Councillor K. B. Phillips

Alderman E. Wrench

Narberth Rural District Council :

Councillor S. T. Harries

Pembroke Rural District Council :

Councillor Mrs. V. A. Wisbey

Port Health Offices,
5 Hamilton Terrace,
Milford Haven.
March, 1972.

To : The Chairman and Members
of the Milford Port Health Authority.

Madam Chairman and Members,

I have the honour to present the Annual Report for the year 1971.

The number of cargo vessels entering the port again showed an increase from 3378 in 1970 to 3572 in 1971. These figures do not include fishing vessels. The total tonnage of vessels has also increased from 18 million tons in 1970 to 20½ million tons in 1971. The Esso expansion is proceeding and by the middle of next year this Company will be refining double it's previous throughput of oil when in full operation. In the Spring of this year construction work commenced on the Amoco terminal. It is expected that this Company's refinery will be completed and in operation by mid 1973.

The number of fishing vessels landing has virtually remained unchanged, from 437 in 1970 to 450 in 1971 — this is a welcome change from the steady decline in numbers in previous years. This fishing industry as a whole in Milford remains in a static condition.

The only staff change during the year was that Mrs. M. M. Robson, Clerk/Shorthand Typist resigned on the 31st December, 1971 for family reasons. She was replaced by Mrs. R. E. Robson who has been appointed and will commence duties on the 1st January, 1972.

The new Public Health (Ships) Regulations, 1970, have been in force for 12 months and we have found no difficulty in implementing the new system of clearance of vessels on arrival. The granting of pratique on ships arriving from foreign ports is carried out by Officers of this Authority, but an arrangement exists for Officers of H.M. Customs to give clearance to certain vessels arriving from European ports where no sickness is present on board.

There were no cases of quarantinable diseases in ships entering the port during the year. One case of food poisoning and one case of dysentery were dealt with on ships arriving from foreign ports. Other cases dealt with included peptic ulcer, tonsillitis, urticaria, venereal disease and a case of stroke. One seaman was landed in a coma due

to an accidental overdose of sleeping tablets and alcohol. He was treated at the County Hospital and made an excellent recovery. In addition a number of cases of injury were dealt with during the year.

A course of anti-rabies vaccine was given to a member of the crew of an American fleet auxiliary vessel arriving in Milford from Spain. The man had been bitten by a stray dog in the port of Riga and as rabies is endemic in that area it was considered essential that the man be protected by vaccination. He was subsequently re-patriated to his home in San Diego, California. I feel I should express my thanks to the Experts on rabies of the Public Health Laboratory Service who gave me enormous help and assistance in dealing with this case.

The number of ships routinely inspected by your Officers during the year was 1637, quite a substantial increase on last year's figures. Two ships were inspected by the Port Medical Officer in connection with food hygiene.

The noise nuisance in the Harbour continued to give cause for concern and many complaints were received from the public. The main source of complaint was a dredger in the Harbour working close to the densely populated area of Hakin. Action to reduce the nuisance was taken by informal discussions by the Chief Port Health Inspector and the Contractors concerned.

Early in the year, discussions were held with Doctor Bevan and Doctor Lovatt of the Welsh Office regarding hospital facilities for sick seamen. It is disappointing to report that no special priority arrangements will be available in the new hospital for sick seamen.

The continued spread of cholera from its traditional home in the Far East to North Africa and West Africa and in the middle of the year to Europe including Spain and Majorca gave rise to concern and a small number of cases occurred in holiday makers returning from these areas. However, there was no spread of cholera in the United Kingdom, but additional vigilance was exercised by the Officers of this Authority on vessels arriving from infected areas. We are pleased to report that no infections came to light.

In conclusion I would like to extend my thanks to Mr. J. F. Johnson, Clerk to the Authority, Mr. W. J. Allen, Chief Port Health Inspector, and staff, also to Members of the Authority for their support and co-operation throughout the year, and to officials of H.M. Immigration Service, H.M. Customs, the Conservancy Board and all other Authorities concerned with the port.

I am, Madam Chairman and Members,

Your obedient servant,

M. LAWLOR,

Port Medical Officer of Health.

PATROL AND BOARDING LAUNCH "HAYLE II"

A major engine overhaul of the launch was undertaken during the year and the vessel was out of commission for approximately three weeks. During this time the main engine was completely stripped down and re-built and new liners and pistons were fitted. Examination of the main and big end bearings showed these to be in very good condition and new bearing shells were not required. A report on the overall condition of the main engine was extremely satisfactory. During this overhaul the boarding of vessels and other essential duties were carried out by using the Dry Dock Company's vessel "Herbert N". The vessel was out of commission a further two days for routine slipping and bottom painting during the year. The moorings were also raised and examined, and new shackles fitted where necessary.

Name of Officer	Designation	Date of Appointment	Qualifications	Other Appointments
J. F. Johnson Esq.	Clerk & Financial Officer	1/2/1960	Solicitor	Private Practice
W. J. Allen Esq.	Chief Port Health Inspector	1/3/1961	F.R.S.H., M.A.P.H.I., Master Mariner	Nil
L. Miller Esq.	Deputy Chief Port Health Inspector	1/6/1967	Cert. P.H.I.E.J.B., R.S.H., Meat and Other Foods	Nil
M. Lawlor Esq.	Port Medical Officer	1/1/1965	M.B., B.Ch., Ba.O., D.C.H., D.P.H.	M.O.H. (E. Districts)
J. F. Rees Esq.	Deputy Port M.O.	1/2/1966	B.Sc., M.B., B.Ch.	Assistant County M.O.
W. J. Y. Speedy Esq.	Relief M.O.	1/1/1965	M.B., B.Ch., Ba.O., L.R.C.P., L.R.C.S., D.P.H., L.R.F.P.R.S.	District M.O.H. Pems.
D. Phillips Esq.	Boarding Officer	12/10/1964	M.O.T. Cert. as 1st Mate (F.G.)	Nil
J. Steer Esq.	Boarding Officer	1/2/1965	Master Mariner	Nil
J. Morgan Esq.	Boarding Officer	1/2/1966	Master Mariner	Nil
M. M. Robson Mrs.	Clerk/Shorthand Typist	17/2/1969 Resigned 31/12/71	Nil	Nil
E. Conroy Esq.	Leading Hand	19/6/1967	Nil	Nil
J. Smith Esq.	Deckhand/Mechanic	1/4/1968	Nil	Nil
T. Nichols Esq.	Deckhand/Mechanic	23/2/1970	Nil	Nil
R. Braithwaite Esq.	Deckhand/Mechanic	23/11/1970	Nil	Nil

SECTION II

Table B (b)

Comparative Shipping Table (Net Registered Tons)

Year	Arrivals from		Total
	Foreign	Coastwise	
1946	35,412	151,488	186,860
1950	28,846	239,943	266,789
1955	390,600	205,455	596,055
1960	1,407,956	114,381	1,522,337
1961	2,775,947	1,826,422	4,602,369
1962	3,272,018	2,263,051	5,553,069
1963	3,955,753	2,385,762	6,351,515
1964	4,704,833	2,532,716	7,237,549
1965	6,811,939	4,315,769	11,127,708
1966	8,546,341	4,420,462	12,966,803
1967	8,276,734	3,698,537	11,975,271
1968	9,348,807	3,666,630	13,015,437
1969	11,549,117	6,084,437	17,633,554
1970	11,682,919	6,464,806	18,147,725
1971	13,958,686	6,637,939	18,596,625

**SECTION III—Amount of Shipping entering the District
during the year.
(Table B (a))**

Ships from	No.	Tonnage	Boarded on Arrival		No. Inspected		No. of Ship's having reported as having or having had during the voyage, infectious disease on board
			By Medical Officer of Health	By Inspectorate	By Medical Officer of Health	By Inspectorate	
Foreign Ports	537	13,958,686	4	260	2	475	2
Coastwise	3,035	6,648,839	—	—	—	791	—
Total	3,572	20,607,525	4	260	2	1,266	2

**(b)
Fishing Vessels**

Number of vessels entering port	No. of Vessels Landing		No. of inspections carried out		Net Registered Tonnage
	British	Foreign	By Medical Officer	By Inspectorate	
735	436	14	1	111	34,238

SECTION III

Character of Shipping

Table C

PASSENGER TRAFFIC :—

Casual Only. No regular service.

(1) CARGO TRAFFIC (Tonnage)

(a) Imports

	1969	1970	1971
Crude Oil	23,766,239	24,338,162	25,692,583
Refined Oil Products	1,223,241	1,327,323	1,105,210
Fish	4,880	3,877	3,782
General	5,721	1,241	9,347
TOTAL	25,000,081	25,666,726	26,810,922

(b) Exports

Crude Oil	862,264	1,155,318	1,557,898
Refined Products	14,031,712	14,427,964	14,859,250
General	6,563	6,675	4,641
TOTAL	14,900,539	15,589,952	16,421,789

(c) Total Cargo through the Port

41,256,678

43,232,711

SECTION III

Occasionally bone cargoes continued to arrived from Nigeria. An agreed system of spraying for insect control before discharge was put into operation on each occasion and no problems arose from this source. However, two vessels arrived in the port heavily infested with black rats. It is rather interesting to note that one vessel had been fumigated at Mauritius some three weeks prior to loading the bone cargo and the other vessel had been granted a Deratting Exemption Certificate immediately prior to commencement of loading by the Nigerian Health Authority. It would seem clear therefore that neither vessel had rats on board before loading and that the rat infestation had been brought aboard the vessel with the bones. Suitable precautions were taken to prevent the rats coming ashore in Milford and the Public Health Inspector at Treforest (the destination of the cargoes) was notified of the conditions in case any rats survived the transshipment to that area. Approximately forty rats were killed on the two vessels during discharge. Five rats were sent to the Public Health Laboratory for post mortem examination and were reported clear of *pasteurella pestis*. Notices were served on the vessels and a letter sent to the Owners informing them of the conditions on board and advising them that the vessels must be fumigated and new Deratting Certificates obtained before any further international voyages.

Five samples from the bone cargo were submitted to the Public Health Laboratory as a routine check for the possible presence of anthrax. All were reported satisfactory and no anthrax was isolated.

**(3) PRINCIPAL FOREIGN PORTS FROM WHICH SHIPS
ARRIVE IN MILFORD HAVEN**

Algeria—Zuetiena.

Angola—Cabinda.

Belgium—Antwerp, Zeebrugge, Terneuzen, Ostend, Ghent.

Canary Island—Las Palmas.

Cyprus—Limassol.

Denmark—Frederikshavn, Nyborg, Copenhagen, Aalborg, Esbjerg,
Norresundby, Fredericia.

Eire—Dublin, Cork, Arklow.

Finland—Kotka, Oulu.

France—Dunkirk, Le Havre, Rouen, Bec d'Ambes, Caen, La Pallice,
Port Jerome, Bayonne.

Germany—Bremen, Hamburg, Bremerhaven, Dordrecht, Brunsbittel,
Wilhelmshaven.

Gibraltar

Greece—Piraeus.

Holland—Rotterdam, Amsterdam, Ymuiden.

Iran—Kharg Island.

Italy—Milazza, Naples.

Kuwait—Mena al Ahmadi.

Libya—Ras Lanus, Mersa el Brega, Tobruk.

Malta—Valletta.

Morocco—Ceuta.

Nigeria—Bonny, Escravos, Forcados.

Norway—Sandesfjord, Fagerstrand, Bergen, Slagen, Malmo, Kambo.

Portugal—Oporto, Lisbon.

Qatar—Jebel Dhana.

Sardinia—Porto Foxi.

Singapore.

Saudi Arabia—Ras Tanura, Bahrain.

Sicily—Augusta.

Spain—Pasajes, Bilbao, Seville, Port du Bouc, Gijon, Aviles, Vigo,
Santander.

South Africa—Capetown.

Sweden—Stockholm, Norrkoping, Gavle, Grisslehamn, Gothenburg,
Halmstad, Steningsund, Holmsund.

Tunisia—Bizerta.

Trinidad—Pointe a Pierre.

U.S.A.—New York, Providence, Houston, Philadelphia.

Venezuela—Aruba, Amuay Bay, La Salina.

SECTION IV

Inland Barge Traffic

Not applicable in Milford Haven.

SECTION V

Water Supplies

Water Sampling Results for the Year

	Satisfactory	Doubtful	Unsatisfactory	Total
Shore Hydrants	235	2	—	237
Ships Tanks	97	6	8	111
Fish Market	28	2	13	43
(Salt Water Supply)				
	<hr/> 360	<hr/> 10	<hr/> 21	<hr/> 391

The Pembrokeshire Water Board is responsible for the supply of water to the docks and oil terminals. The source of the bulk of the water for the northern shore of the Haven is from the Prescelly Impounding Reservoir in North Pembrokeshire and for the southern shore is drawn from the river Stembidge near Castlemartin. The Water Board are developing new sources of supply as the demand increases.

Each of the Oil Companies maintains a large storage tank within their refineries from which they supply the ships with water.

The two samples from shore hydrants reported to be of doubtful quality were taken from the Esso Jetty. Repeat sampling was reported to be satisfactory in each case.

Of the six doubtful and 8 unsatisfactory samples from ships, these samples were taken from local trawlers and in the case of five of the samples reported to be doubtful and one of the unsatisfactory samples, repeat samples were reported to be satisfactory after flushing out the tanks. Repeat samples from the trawlers (two in number) which gave the doubtful and unsatisfactory samples the owners were advised to chlorinate the tanks. Repeat samples taken after this treatment were reported to be of satisfactory quality.

Salt Water Supply.

The pumping and chlorine dosing mechanism to the salt water supply functioned fairly well until the last quarter of the year when repairs became necessary to replace worn and corroded parts. Getting replacement parts for the pumping mechanism was a lengthy procedure and the salt water supply was shut off for several weeks at the end of the year. Whilst the pumping mechanism was not functioning satisfactorily several samples were reported to be of unsatisfactory quality.

Water Boats.

One Water Boat operating in the district and owned by the Milford Dock Company has not been used during the year, the opportunity is taken when the boat is in commission to submit samples to the Public Health Laboratory for examination.

SECTION VI

Public Health (Ships) Regulations, 1970

List of Infected Areas

A weekly list of Infected Areas is received from the World Health Organisation. The information in this summary is made available to the Customs Officers and Conservancy Board.

All vessels arriving from foreign ports are subject to Quarantine control and are required to obtain a Certificate of Free Pratique (foreign port means **a port or other coastal place** situated elsewhere than in the United Kingdom, Channel Islands, Isle of Man or Republic of Ireland).

For the purpose of Health control of vessels arriving at this port, the world may be divided into three sections :—

Section 1

Endemic areas including the whole of Africa, Asia and America (except the U.S.A. and Canada).

Section 2

“Excepted ports” as arranged by our Government with certain European Governments, these include ports on the European coasts of France, the coasts of Belgium and Holland and that part of the coast of Germany which is between the frontier with Holland and the river Elbe, including the East Bank of that river between the entrance of the Kiel Canal and Hamburg inclusive, and any place within the Kiel Canal, and the coasts of Italy and Greece.

Section 3

The remainder of the world, that is, Europe, Australasia, the U.S.A. and Canada.

Free Pratique will be issued to all vessels arriving from ports in Section 1 by the authorised Officer of this Authority. In the case of vessels arriving from ports in Sections 2 and 3 Free Pratique will be issued by the authorised Officer or by a Customs Officer whoever first boards the vessel.

The weekly list of infected ports will continue to be circulated as general information for officers of other Authorities within the port. It is possible that clearance of vessels arriving from any of these ports may be delayed for medical reasons. Any port listed in our weekly return automatically comes within Section 1, for health purposes, no matter in which country it may be situated.

The normal arrangements for clearing vessels arriving from Ports in Section 1 are as follows :—

The Port Health launch “Hayle II” will approach vessels bound for the Esso Jetty between West Angle Buoy and the West end of Esso Jetty. For vessels bound for other berths in the Haven the approach will normally be made as the vessel clears the East end of Esso. Jetty. Masters

are requested to have a pilot ladder available in a position clear of the tugs in order to facilitate this boarding, and to have a Declaration of Health correctly filled in and signed together with all the crew's (and supernumeraries or passengers if any) smallpox vaccination certificates and a crew list ready for inspection. Clearance will not be delayed while the vaccination certificates are checked **providing** they are produced to the Officer with the Declaration of Health. Our Officer will not approach the bridge of a vessel unless invited to do so, but will conduct his business with a responsible Officer acting for the Master. The launch Hayle II is fitted with V.H.F. Radio and maintains a listening watch on channel 12.

Agents will help to avoid delays if they can arrange for this information to be passed to the Masters of ships before they enter the port either through the terminal V.H.F. Radio or by other means.

These boarding arrangements are of course subject to prevailing weather conditions and other safety factors.

Outer Mooring Stations

The Outer Mooring Station is :— "That part of the Haven bounded on the east by a line drawn 225° distant 4,000' from the Flag Staff on South Hook Fort, and on the south by a parallel of Latitude 50° - 42' N."

This defines an area of water, off-shore, in the region of South Hook Fort—Lynsway Bay Area.

Inner Mooring Stations

Normal places of mooring, loading and discharging.

Radio Communication

Milford Haven is a "Radio Receiving Port" as defined in the Public Health Ships Regulations. The following instructions are issued for the guidance of Masters, Agents and others concerned :—

"The Master of the ship equipped with Radio Transmitting apparatus must under the following circumstances, send a wireless message to 'Portelth', Milford Haven (not more than 12 and not less than 4 hours before arrival) :—

- (a) If the vessel has visited an Infected Port within the previous four weeks;
- (b) If the vessel is arriving from any Port in Africa, Asia or America (except U.S.A. and Canada);
- (c) If any case of sickness exists on board;
- (d) Any other circumstances where the Master requires the attendance of the Port Medical Officer on arrival."

The wireless messages may be in code or in plain language, and must contain the following information :—

The name of the vessel and expected time of arrival at St. Ann's Head;

Port of departure and last port of call;

Number of cases of infectious sickness on board;

Number of crew and passengers (if any).

Masters of vessels not in the above category may send a similar message if they wish to expedite the clearance of their vessels.

Vessels from endemic areas are required to have their crews' vaccination certificates available for examination on arrival..

One incident occurred during the year which was dealt with under the Public Health (Ships) Regulations. The tanker "Jamunda" arrived in this port on the 17th June, 1971. This vessel had been lightering in Lime Bay and prior to her arrival in Milford we received information from Southampton Port Health Authority that they believed that one member of the crew of the "Jamunda" had been ill on arrival at Lyme Bay and had been landed at Southampton via 'Esso York' (lightering vessel). This information had not been reported to Southampton Port Health Authority by the "Esso York" on arrival and they advised us, at that time, they had been unable to trace the man concerned. When the "Jamunda" arrived in Milford the Master presented a clear "Declaration of Health" to this Authority. In view of the information received, the Master was closely questioned on arrival and admitted that one member of his crew had been transferred to the "Esso York" suffering from an unknown feverish condition. A Detention Order was therefore served on the vessel and the Charterers were informed of the reason for the vessel's detention. The Port Medical Officer boarded the "Jamunda" and conducted a full routine medical examination of the crew. In the meantime, the Company's Agents had traced the missing crew member in Southampton and produced him to the Southampton Port Medical Officer who advised us by telephone that he was now satisfied that the patient was not infectious. The "Jamunda" was then granted free pratique. The vessel had been detained for a total of 2½ hours.

No proceedings were taken against the Master for infringement of the Public Health (Ships) Regulations as the Authority decided that he had not deliberately tried to hide the case of sickness, but had acted on indifferent advice given to him by radio from his Agents.

The situation of lightering vessels is very clearly covered in the new Regulations, but this incident indicates that a close watch is necessary to ensure that the correct procedures are followed. The close co-operation between the two Port Health Authorities worked extremely well and is obviously essential in such circumstances.

Infectious Disease Hospitals

A general Infectious Disease Hospital is situated at Tumble, Carmarthenshire, approximately 45 miles from Milford Haven. (See Appendix "B".)

The Smallpox Hospital at Penrhys has now been closed and all cases of smallpox would now be sent to the Smallpox Unit at St. Mary's Hospital, Penarth.

Cleansing and Disinfection

Ships :

Arranged by the Port Health Inspector.

Persons' Clothing, etc. :

No facilities at the Port. The nearest Cleansing Centre is at St. Thomas Hospital, Haverfordwest. (Approximately 7 miles.)

SECTION VII

Smallpox

Cases and suspected cases of smallpox occurring within the district would be sent to St. Mary's Hospital, Penarth.

Ambulance facilities are provided by the Ambulance Service of the Glamorgan Ambulance Service.

Facilities for the Laboratory diagnosis of Smallpox are available in conjunction with the Public Health Laboratory Service in Carmarthen. The vaccinal state of all Port Health Authority staff and County Ambulance staff was reviewed during the year. Smallpox Vaccination was also offered to Pilots, Conservancy Board staff, Officers of H.M. Customs (Waterguard) Service and to all others whose duties bring them into contact with shipping and seamen.

Smallpox Consultants available are as follows :—

South Wales :

Dr. E. Waddington, St. Winifred's Hospital, Cardiff.

Telephone No. Cardiff 23534/5 (9.0 a.m. to 6.0 p.m. Weekdays).

Private : Cardiff 35123.

Dr. G. F. J. Thomas, St. David's Hospital, Cardiff.

Telephone : Cardiff 20441. Private : Bonvilston 263.

Dr. M. S. Pathy, "Mathern", Cefn Coed Crescent, Cardiff.

Telephone : Cardiff 20441. Private : 55476.

Dr. F. J. Doherty, Aberaman-Uchaf, Aberdare.

Telephone : Aberdare 2705.

Specimens to : The Public Health Laboratory,

City Hospital,
The Parade,
Cardiff.

SECTION VIII

Venereal Disease

The nearest treatment centre for venereal disease is at the West Wales General Hospital, Glangwili, Carmarthen. The clinic is open on two days each month and the Consultant Venereologist is in attendance. These arrangements are not completely satisfactory because the quick turn-round of oil tankers makes it impossible for a crew member who may require treatment to travel to Carmarthen in the short time that the tankers are in port. The necessary service of diagnosis and treatment of venereal disease continues to be provided by the family Doctors in Milford and Pembroke Dock at their surgeries.

SECTION IX

Cases of Notifiable and Other Infectious Diseases on Ships

No cases of quarantinable disease entered the port during the year.

TABLE D

Category	Disease	No. of cases during the Year		No. of ships concerned
		Passengers	Crew	
Cases landed from ships from foreign ports	Food poisoning (non-specific)	—	1	1
	Dysentery	—	1	1
Cases which have occurred on ships from foreign ports but have been disposed of before arrival	—	—	—	—
Cases landed from other ships	—	—	—	—

Other cases of sickness dealt with by the Medical Officer were as follows :—

Vessels arriving from foreign Ports

No. of Cases	Disease or Injury	Disposal
1	Urticaria	Remained on Board
1	Overdose of Sleeping Tablets	County Hospital, Haverfordwest
1	Peptic Ulcer	Discharged to own home
1	Dysentery	West Wales General Hospital, Glangwili
1	Tonsillitis	Remained on Board
1	Non-Specific Food Poisoning	Discharged to own home

Vessels arriving from Coastwise Ports

1	Reaction to Anti-tetanus injection	Discharged to own home
1	Mild Stroke	West Wales General Hospital, Glangwili

Other Sickness

In the absence of any other medical service on the Haven the Port Medical Officer had to attend several accident cases during the year.

SECTION X

Observation of the occurrence of Malaria in Ships

In view of reports received from The World Health Organisation and other sources the Medical Officer of Health decided that the attention of Masters should be drawn particularly to the dangers to ship's crews. A circular was issued drawing Masters attention to the problem and has been printed in English and French. A copy of this circular is handed to the Master of every vessel entering the port who is engaged in trade to the malarious areas and copies have been made available to all agencies for distribution to outward bound vessels.

SECTION XI

Measures taken against Ships Infected with, or suspected for plague

No such vessels entered the port during the year.

All vessels applying for De-ratting Exemption Certificates are required to provide a full set of standard ratguards. Ratguards are not required to be fitted as routine in this port as their effectiveness is very much in doubt, especially on the type of berth used. However the Masters are warned of the need for precautions in ports where rodents are known to infest the Quays and Wharfs. Special precautions of course, would be taken if any vessel arrived at this port from a known infected or suspected port.

SECTION XII

Rodent Control

- 1 (a) All ships arriving from foreign ports (and the majority of ships from coastwise ports) are inspected for evidence of rodent infestation.
- (b) **Milford Docks area.** An employee of The Milford Docks Company is responsible for treating any premises or areas within the Docks boundaries for infestations as they arise. Other occupiers of premises within the Docks boundaries are responsible for maintaining their premises in a rodent free condition, and the majority of these employ Commercial Contractors for this purpose.
- (c) **Pembroke Dock area.** Infestations are treated by the Rodent Operator employed by the Pembroke Borough Council.

2 Laboratory Examination of Rodents.

This can be done at the Public Health Laboratory, Carmarthen.

Disinfection Contractors :

Rentokil Laboratories Ltd.
The General Fumigation Co. Ltd.
Hivey Fumigation Co.

Table E

Rodents destroyed during the year in ships from foreign ports.

Category	Number
Black Rats	40
Brown Rats	Nil
Species not known	Nil
Sent for examination	5
Infected with Plague	Nil

Table F

De-ratting Certificates and De-ratting Exemption Certificates issued during the year for Ships on arrival from foreign ports

HCN	No. of De-ratting Certificates Issued.			Total	Number of De-ratting Exemption Certs. Issued	Total Cert. Issued
	After fumigation with— Other fumigant (state method)	After trapping	After poisoning			
1	2	3	4	5	6	7
0	0	0	0	0	94	94

SECTION XIII

Boarding and Inspection of Ships

Table G

(a)	Classification of Defects :	No.
	(1) Dirty Crew Accommodation	36
	(2) Cockroach Infestation	16
	(3) Refuse on Deck	15
	(4) Dirty Galley and/or Storerooms	21
	(5) Insanitary Galley/Equipment	23
	(6) Structural defects	28
		—
	Number of vessels concerned	85
		—

(b) **Clean Air Act 1956 :**

Two formal, fourteen informal and seven verbal notices were served on Masters for emission of dark smoke. One of these cases was proceeded against in the Courts and the Master was fined £60 for an offence under the Act. All the other cases were dealt with by warnings and no further action was necessary.

Notices drawing Masters' and Chief Engineers' attention to the requirements of this Act are issued to every vessel on arrival in the Port. These notices, together with the presence of the Authority's launch patrolling the harbour, are a constant reminder to ship's officers of their responsibilities. The fact that most of these vessels using the port are modern motor tankers enables the Authority to take a very strict line with shipping and thus prevents problems arising.

(c) **Noise Abatement Act**

Once again numerous complaints have been received about noise nuisance on the Harbour. The majority of the complaints this year involved the dredging of the Harbour close to Hakin. The Officers of this Authority have worked informally throughout the year with the dredging operators and have managed on most occasions to keep the noise within the acceptable limits. There were in fact sixteen occasions during the year when night dredging had to be stopped completely owing to excessive noise levels, but up till now all the complaints have been dealt with on an informal level.

SECTION XIV

Public Health (Shell Fish) Regulations 1934 and 1948

There are no commercial shellfish undertakings in the district. There are extensive beds of cockles, mussels and winkles within the district and these are fished for personal use by the local people.

Owing to pressure of other work we have been unable to make any progress with the survey of shellfish beds. However local people have been warned through the press of the dangers of taking shellfish from polluted beds for personal consumption.

SECTION XV

Medical Inspection of Aliens

Nil to report for 1971.

SECTION XVI

Burial of persons dying aboard ship is arranged by Shipping Agents or the Milford Haven Urban District Council.

Disinfection and Disinfestation is arranged by the Port Health Authority.

SECTION XVII

Imported Foodstuffs

(a)	Fish Landed at Milford Fish Market	3,782 tons	
	Value : £621,650		
(b)	Fish consigned to Fish Meal Factory		
(i)	Unsold Fish	15 tons	4 cwts.
(ii)	Offal	1,261 tons	1 cwt.
	Total	1,276 tons	5 cwts.

APPENDIX 'A'

Local Medical Services

(1) VACCINATIONS against Small pox, Cholera and Yellow Fever are available as indicated below.

- (a) Smallpox :
 - (i) The Port Medical Officer of Health;
 - (ii) Shipping Company's Medical Officer;
 - (iii) Local Medical Practitioners.
- (b) Cholera :
 - (i) The Port Medical Officer of Health;
 - (ii) Shipping Company's Medical Officer;
 - (iii) Local Medical Practitioners.
- (c) Yellow Fever :
 - (i) Yellow Fever Centre, County Health Department, Haverfordwest. (By appointment : Haverfordwest 3345).

(2) VACCINATIONS — International Validity Periods :

Type of Vaccination	Period of Validity	Commencement of period of validity
Smallpox :		
Primary	3 years	After 8 days
Re-vaccination	3 years	At once
Cholera :		
Primary	6 months	After 6 days
Re-vaccination within 6 months	6 months	At once
Yellow Fever :		
Primary	10 years	After 10 days
Re-vaccination within 10 years	10 years	At once

NOTE—Periods of validity are liable to variation by Health Authorities of some foreign countries.

(3) AMBULUANCE SERVICES are provided by the Pembrokeshire Ambulance Service.

County Ambulance Control :

- (a) 24-hour service — Haverfordwest 3347.
- (b) Additional day service :
(9.0 a.m. to 5.0 p.m.) — Haverfordwest 3341.
- (c) County Ambulance Officer
Mr. D. H. James, A.I.A.O., "Aeron", Cufferne View, Simpson Cross. Camrose 300.

(4) PUBLIC HEALTH LABORATORY SERVICE :

Director : Dr. H. D. S. Morgan
Address : Glangwili Hospital, Carmarthen.
Telephone : Carmarthen 7271 and 6964.

(5) PUBLIC ANALYST :

Herbert J. Evans and Partners
Address : Bank Lane, Carmarthen.
Telephone : Carmarthen 7536.

APPENDIX 'B'

Ancillary Medical and Laboratory Services

(1) CONSULTANT SERVICES :

(a) Smallpox

Dr. E. Waddington, St. Winifred's Hospital, Cardiff.
Telephone : Cardiff 23534/5
(and other as listed in Section VII of Report.)

(b) Typhus Fever

Public Health Laboratory Service, Colinda'e Avenue,
London, N.W.9. Telephone : Colindale 7041.

(c) Plague

Dr. R. J. Henderson, Public Health Laboratory, Royal Infirmary
Worcester. Telephone : Worcester 5238.

(2) RADIOACTIVITY IN SHIPS :

Radiological Protection Service, Dunn's Hospital, Clifton Avenue,
Be'mont, Sutton, Surrey. Telephone : Vigilant 9291.

(3) TESTING OF PASTEURISED LIQUID EGG :

Dr. R. D. Gray (Director), Public Health Laboratory Service,
Clytha Square, Newport, Mon.

(4) VENEREAL DISEASE — Treatment and Diagnosis :

(a) Glangwili, Carmarthen (40 miles distance)

West Wales General Hospital, Glangwili. (Cars. 5151).

Male and Female : 1st and 3rd Friday in each month 2.0 p.m.

(b) Swansea (65 miles distance)

Mount Pleasant Hospital (Swansea 55882)

Males: Monday 9.0 a.m.-12 noon; Tuesday 2.0 p.m.-4.0 p.m.

Wednesday 5.0 p.m. - 7.0 p.m.

Females : Tuesday 9.0 a.m. - 12.0 noon; Thursday 3.0 p.m. - 5.0 p.m.

(5) ISOLATION HOSPITALS :

(a) Smallpox :

St. Mary's Hospital, Penarth.

(b) General Infectious Diseases :

Tumble, Carmarthenshire. Tumble 343.

APPENDIX 'C'

Government and Statutory Authorities

(1) HOME OFFICE — Immigration :

Immigration Officers :

Mr. Jenkins, Milford Haven 2153. Private Tel. Milford Haven 2984.

Mr. Cartwright, Private Tel. Camrose 387.

(2) H.M. COMMISSIONERS OF CUSTOMS AND EXCISE :

(a) Chief Preventive Officers :

Mr. O. B. Jones,

Waterguard Office, The Docks, Milford Haven.

Milford Haven 2099.

(b) Customs Officer :

M. J. A. Wallis, Esq., Customs House, The Docks, Milford Haven. Milford Haven 2043.

(c) Waterguard :

Burnyeats Building, The Docks, Milford Haven.

Milford Haven 2099.

- (3) MILFORD HAVEN CONSERVANCY BOARD :
- (a) General Office : Milford Haven 2341.
 - (b) Signal Station : Milford Haven 2343.
 - (c) Harbour Master (Capt. G. Dudley) : Milford Haven 2316.
 - (d) Manager and Secretary (J. A. Sullivan, Esq.) : Neyland 292.
- (4) SOUTH WEST WALES RIVER AUTHORITY :
- (a) Head Office :
Penyfai House, Penyfai Lane, Llanelli. Llanelli 4291 or 5342.
 - (b) Area Office :
Borough Council Offices, Haverfordwest.
Haverfordwest 3731.
- (5) PEMBROKESHIRE WATER BOARD :
- (a) Engineer and Manager :
G. W. Kneen, A.M.I.C.E., A.M.I.W.E.,
(Private Telephone : Haverfordwest 3117).
 - (b) Clerk and Treasurer :
H. Thompson, F.I.M.T.A., F.C.A.
 - (c) General Office :
23 Hill Street, Haverfordwest. Haverfordwest 3881.

APPENDIX 'D'

Constituent Authorities

Authority	Clerk	Medical Officer of Health	Public Health Inspector
Borough of Pembroke	R. D. Lowless	Dr. M. Lawlor	C. R. Sandell
Borough of Haverfordwest	R. Ivor Rees	Dr. W. J. Y. Speedy	W. P. S. Rae
Milford Haven U.D.C.	A. Devall	Dr. W. J. Y. Speedy	C. Thomas
Neyland U.D.C.	D. J. S. Evans	Dr. W. J. Y. Speedy	F. B. Fisher
Haverfordwest R.D.C.	H. J. Dickman	Dr. W. J. Y. Speedy	W. J. Morgan
Narberth R.D.C.	P. Clee	Dr. M. Lawlor	W. E. Davies
Pembroke R.D.C.	J. A. Campodonic	Dr. M. Lawlor	J. E. Criddle

APPENDIX 'E'

Commercial Organisations

(1) BRITISH PETROLEUM COMPANY LTD. :

General Office : B.P. Terminal, Popton Point, Angle, Pembroke.
Angle 271.

Terminal Superintendent : F. M. Johnston, Esq. Pembroke 2580.

Medical Officer : Dr. E. Manning. Pembroke 2580.

(2) ESSO PETROLEUM COMPANY LTD. :

General Office : Esso Petroleum Co. Ltd., P.O. Box 11,
Esso Refinery, Milford Haven. Milford Haven 2321.

Refinery Manager : R. E. Lintott, Esq.

Marine Superintendent : W. H. Moore, Esq.

Medical Officer : Dr. I. Paterson. Milford Haven 2102.

(3) TEXACO LIMITED :

General Office : Pembroke Refinery, Pembroke. Angle 331.

Manager : A. Holden, Esq. Pembroke 2933.

Medical Officer : Dr. D. T. Davies. Pembroke 2314.

(4) GULF OIL REFINING LIMITED :

General Office : Gulf Oil Refining Ltd., P.O. Box 22, Milford Haven.
Milford Haven 2461.

Manager : R. J. Horsak, Esq.

Jetty Supervisor : P. Davies, Esq.

Medical Officer : Dr. Leighton Davies. Milford Haven 2675.

(5) MILFORD DOCKS COMPANY :

General Office : The Docks, Milford Haven. Milford Haven 2271.

Manager : R. Campfield, Esq. (Private Tel. Milford Haven 2881).

Secretaries : Wellsford, Jennings and Company.

Docks Master : Mr. Whittecombe. Milford Haven 2977.

(6) MILFORD HAVEN DRY DOCK COMPANY LTD. :

General Office : The Docks, Milford Haven. Milford Haven 2691.

(7) MARINE AND PORT SERVICES LIMITED :

General Office : Pembroke Dockyard. Pembroke 2271.

- (8) BURGESS AND COMPANY LIMITED :
Popton Fort, Angle. Angle 286.
- (9) TEXACO OVERSEAS TANKSHIP LIMITED :
Pembroke Refinery, Pembroke. Angle 331.
- (10) STOCKWOOD REES AND COMPANY LTD. :
Jubilee Buildings, Milford Haven. Milford Haven 2492.
- (11) GENERAL STEAM KELWAY LIMITED :
Murray Crescent House, The Rath, Milford Haven.
Milford Haven 2313.
- (12) CORY BROTHERS AND COMPANY LIMITED :
5 Victoria Road, Milford Haven. Milford Haven 2473.
- (13) BETHELL GWYN AND COMPANY LIMITED :
Jubilee Buildings, Milford Haven. Milford Haven 2492.
- (14) LAMBERT BROTHERS LIMITED :
Murray Crescent House, The Rath, Milford Haven.
Milford Haven 2313.

APPENDIX 'F'

Circulars issued by this Authority and remaining in force

MILFORD PORT HEALTH AUTHORITY

Ref. : C. 7

20th February, 1969.

To all Shipping Agents.

Copies for information to :— Conservancy Board.
Pilots.
Marine Terminals.
H.M. Customs.
H.M. Immigration Officer.

In order to clear up some misunderstandings which seem to have arisen and in an attempt to avoid all delays in clearing vessels arriving at Milford Haven I would draw your attention to the following :—

All vessels arriving from endemic areas (i.e. any port in Asia, Africa or America except U.S.A. and Canada) will be boarded on arrival and cleared under the Public Health Ships Regulations by an Officer of this Authority.

The Port Health launch Hayle II will approach vessels bound for the Esso Jetty between West Angle buoy and the West end of Esso Jetty. For vessels bound for other berths in the Haven the approach will normally be made as the vessel clears the East end of Esso Jetty. Masters are requested to have a pilot ladder available in a position clear of the tugs in order to facilitate this boarding, and to have a Declaration of Health correctly filled in and signed together with all the crews (and supernumeries or passengers if any) smallpox vaccination certificates and crew list ready for inspection. Clearance will not be delayed while the vaccination certificates are checked **providing** they are produced to the Officer with the Declaration of Health. Our Officer will not approach the bridge of a vessel unless invited to do so but will conduct his business with a responsible Officer acting for the Master. The launch Hayle II is fitted with V.H.F. Radio and maintains a listening watch on channel 12.

Agents will help to avoid delays if they can arrange for this information to be passed to the Master of ships before they enter the port either through the terminal V.H.F. radio or by other means.

These boarding arrangements of course are subject to prevailing weather conditions and other safety factors.

W. J. ALLEN,
Chief Port Health Inspector.

M. LAWLOR,
Medical Officer of Health.

MILFORD PORT HEALTH AUTHORITY

Ref. : C. 8

25th April, 1969.

To all Shipping Agents.

Copies for information to :— Harbour Master.
Marine Terminals.
H.M. Immigration Officer.
H.M. Customs Waterguard.

Public Health (Ships) Regulations 1970

Section 18. Permission to Board Vessels Prior to Health Clearance

This Authority has always dealt sympathetically with requests for persons to board vessels prior to Health Clearance, and we intend to continue to do so. However, it must not be assumed that permission will be automatic on request, and it would appear that telephone communications are not always fully understood.

In future all requests for persons to board vessels before clearance, must be made in writing at least 48 hours before the vessel arrives at this port, and must state the names of the persons who wish to board together with the reason why boarding is necessary prior to Health Clearance. If permission is granted, boarding permits will be issued, and these must be produced on board the ship to the Authority's Officer at the time of clearance.

In cases where, due to sudden emergency or a vessel is diverted to the Port at the last minute etc., and it is not possible to give 48 hours notice, a phone call to the Chief Inspector, or in his absence his Deputy, will be considered and dealt with promptly, but only if the Officers are satisfied that a good and valid reason exists for not giving the required notice, and such arrangements must be confirmed in writing without delay.

W. J. ALLEN,
Chief Port Health Inspector.

MILFORD PORT HEALTH AUTHORITY

Ref. : C. 9

4th June, 1969.

To : Medical Practitioners concerned
with medical services to shipping
in the Port of Milford.

Copies for information to :— County Medical Officer of Health.
District Medical Officers of Health.
Hospital Consultants, Pembrokeshire
County War Memorial Hospital,
Haverfordwest.

Notification of Infectious Diseases

You will already be aware that all ships from smallpox areas are boarded and checked on arrival by Officers of this Authority. In addition the Authority is responsible for the control of any infectious disease, including food poisoning, occurring at any time on ships within the limits of the Port.

It is necessary therefore for any doctor who becomes aware or suspects that a patient whom he is attending, within the district of the Port Health Authority, is suffering from a notifiable disease or food poisoning, to notify the Port Medical Officer forthwith. As the average length of stay of vessels using the Port is normally 24 hours I would be grateful if you would advise me of any such cases by telephone. The duty telephone number is Milford Haven 2486 and is manned on a 24 hour basis by a member of our staff.

Although, chickenpox is not notifiable you will appreciate that I would be interested to hear of any such cases occurring among ships crews.

The usual fee will be payable to you by this Authority for notifications received.

M. LAWLOR,
Medical Officer of Health.

MILFORD PORT HEALTH AUTHORITY

Telephone No. 2486/8

Ref. : C.10

To : H.M. Immigration Officer.
Harbourmaster.
Pilots.
C.P.O. Waterguard.
Reas Tugs.
All Agencies.

Smallpox Vaccinations

It is most advisable for all persons whose employment brings them in direct contact with shipping from foreign ports to maintain some personal protection against smallpox by regular vaccination.

The Port Medical Officer of Health will be available at the Port Health Office on the following dates, between 10.30 and 11.30, to vaccinate anyone, free of charge, who wishes to attend

It would be appreciated if numbers of persons intending to attend on any particular day could be telephoned to this office 48 hours in advance to ensure sufficient vaccine is on hand to supply demand.

M. LAWLOR,
Medical Officer of Health.

MILFORD PORT HEALTH AUTHORITY

Ref. : C.11

9th June, 1970.

To all Terminal Superintendents,
Shipping Agents.

Copies for information to :— Harbour Master.
H.M. Immigration Officer.
H.M. Customs Waterguard.

Noise Abatement Act, 1960

Your attention is drawn to section one of the above Act which states :—

"Subject to the provisions of this section, noise or vibration which is a nuisance shall be a statutory nuisance for the purposes of Part III of the Public Health Act, 1936, and the provisions of that Act shall have effect accordingly as if sub-section (1) to (4) of this section were provisions of the said Part III."

The enforcement of Part III of the Public Health Act, 1936, on board ships in the harbour is a responsibility of this Authority.

This Authority has received complaints from members of the general public on several occasions about 'Noise' from ships in the harbour, particularly this last weekend (June the 5th and 6th) when the vessel 'Mobilita' was blowing off steam for many hours at a time both Saturday p.m. and Sunday. You will know that noise is a most difficult thing to classify, and is very subject to prevailing weather conditions. A noise level which, under normal circumstances, maybe quite acceptable can, under other conditions be very distressing to the general public. Your co-operation is therefore requested when ships on your berth or under your agency are making any unusual noise, particularly releasing steam at high pressure, we would ask you to draw the Masters attention to the fact that he may well be committing a statutory nuisance. We would also particularly ask you to bear in mind the weather conditions and the possibility that in very still conditions noise emitted from a vessel will carry long distances over water and may create a noise nuisance at some distance away from the vessel.

This Authority will of course investigate all complaints of noise received, and will not hesitate to take legal action under the provisions of the Act in cases where they consider that the Act is being flagrantly disregarded and where no effort is being made to reduce the noise to a minimal level.

W. J. ALLEN,
Chief Port Health Inspector.

MILFORD PORT HEALTH AUTHORITY

Ref. : C. 12

24th August, 1970.

To all :— Terminal Superintendents.
Shipping Agents.

Copies for information to :— Harbour Master.
H.M. Immigration Officer.
H.M. Customs Waterguard.
Shipping Company Doctors.

Cholera Vaccination

In view of the recent developments in the spread of Cholera in the Near and Middle East we would wish to draw to the attention of all concerned the need for crews on all ships trading to this area to be protected against this disease by vaccination. We would advise you that Cholera Vaccination gives a very short lived protection and booster doses should be received at six monthly intervals. Stocks of the vaccine are maintained at the Port Health Offices and are available for use by our own Doctors. Vaccination is also available through the normal medical services.

We would further wish to advise you to draw ships Masters attention to the dangers of taking drinking water in these areas. If in any doubt. Masters should chlorinate their tanks after taking water on board. The disease can also be spread through fresh fruit and salads and ships which need to take these commodities on board in affected areas should ensure that they are thoroughly washed in water containing permanganate of potash before serving.

N.B.—Cholera Vaccination Certificates are **NOT** required from ships crews arriving at this Port.

M. LAWLOR,
Medical Officer of Health.

W. J. ALLEN,
Chief Port Health Inspector.

MILFORD PORT HEALTH AUTHORITY

Ref. : C.13

7th October, 1970

To all :— Terminal Superintendents.
Shipping Agents.

Copies for information to :— Harbour Master.
H.M. Immigration Officer.
H.M. Customs Waterguard.
Shipping Company Doctors.

Malaria

We wish to draw the attention of all persons concerned to the dangers of travelling to malarious areas without taking prophylactic tablets against this disease. The disease is still prevalent in many countries of south and central America, tropical Africa, the Middle East and Far East.

In the past year, several persons returning from abroad have developed an extremely dangerous form of malaria because they have failed to take the above-mentioned prophylactic tablets. I would like to draw your attention in particular to one such case which occurred on a tanker which had anchored at Bonny, Nigeria. Although the crew were not allowed ashore, nevertheless, one seaman developed an extremely virulent form of malaria from which he subsequently died three weeks later.

It is therefore of the utmost importance that all persons travelling to malarious areas should take one of the anti-malaria tablets recommended, starting **one week before arrival**, during their stay, and continuing for **one month after departure** from the danger area.

Prophylactic protection can normally be obtained by taking any of the following drugs :—

1. Proguanil 100mgs. once a day.
2. Pyrimethamine 25mg. - 50mg. once a week.
3. Chloroquine 100mg. taken every third day (300 mg. a week).

Masters of vessels are requested to obtain advice from their Company Medical Superintendent regarding obtaining supplies of the above drugs for the use of their crew.

M. LAWLOR,
Medical Officer of Health.

W. J. ALLEN,
Chief Port Health Inspector.

MILFORD PORT HEALTH AUTHORITY

Ref. : C.14

6th November, 1970.

To : Harbour Master.
Senior Pilots.
Manager, Reas Tugs Ltd.
Marine Superintendents.
Agencies.

Clearing of Ships on Arrival

We have occasionally experienced difficulty in boarding ships arriving at the Port owing to the fact that boarding facilities were not made available by the ship. Investigation of these occasions have usually led to the reason being given that the Master was not aware that the launch was alongside, or alternatively that he did not realise that the launch was in fact the Port Health boat and that the Officer was attempting to board.

The Port Health boarding launch has now been fitted with an orange flashing light on the cabin top. In future when the launch is approaching a vessel under way with the intention of boarding, this light will be switched on during the approach manoeuvre, it may thus be considered as an indication to all concerned that the launch is approaching for boarding purposes. The light will be switched off immediately boarding has been accomplished and will not be used for any other purpose.

W. J. ALLEN,
Chief Port Health Inspector.

